

## **ATTACHMENT D to RESOLUTION 15-44**

### **Staff's Suggested Modifications to the OBD II (Distributed at the September 24-25, 2015 Board Hearing)**

Shown below are the staff's suggested modifications to the originally proposed amendments to the regulatory text set forth in Appendix A to the Staff Report: Initial Statement of Reasons, which was released August 4, 2015. Modified regulatory language will be developed by staff as described below, and the modified language will be made available to the public for a fifteen-day comment period prior to final adoption.

#### **Sections 1968.2(e)(9) and (f)(10) – Gasoline Positive Crankcase Ventilation (PCV) and Diesel Crankcase Ventilation (CV) System Monitoring Requirements**

Staff is considering amendments that will exempt manufacturers from detecting disconnections of the fresh air lines on naturally aspirated vehicles. This is due to manufacturers' concerns regarding the ability of monitors to robustly detect such disconnections.

#### **Section 1968.2(f)(1.2.3)(B) – Non-Methane Hydrocarbon (NMHC) Converting Catalyst Feedgas Generation Monitoring Requirements**

Staff is considering amendments for the cleaner Low Emission Vehicle III (LEV III) applications that will relax the criteria used to exempt manufacturers from detecting malfunctions when the NMHC catalyst is unable to generate the feedgas needed for proper selective catalytic reduction system operation. These amendments will account for the lower, combined non-methane organic gas plus oxides of nitrogen tailpipe standards applicable to such LEV III vehicles.

#### **Section 1968.2(g)(6) – Vehicle Performance Tracking Requirements**

Staff will propose amendments that will clarify data acquisition and storage requirements for vehicle performance data, and give additional lead time for implementation of these parameters.